

FOUNDED BY EDWARD ROSEWATER.
VICTOR ROSEWATER, EDITOR.

The Bee Publishing Company, Proprietor.
BEE BUILDING, FARNAM AND SEVENTEENTH.
Entered at Omaha postoffice as second-class matter.

TERMS OF SUBSCRIPTION
By carrier By mail
Daily without Sunday \$5.00 per year
Daily without Sunday \$4.00 per year
Sunday only \$1.00 per year
Send notice of change of address or complaints of irregularity in delivery to Omaha Bee, Circulation Department.

REMITTANCE
Remit by draft, express or postal order. Only two-cent stamps received in payment of small accounts. Personal checks, except on Omaha and eastern exchange, not accepted.

Omaha-The Bee Building
South Omaha-318 N. Street
Council Bluffs-14 North Main street
Lincoln-31 Little Building
Chicago-801 Hearst Building
New York-Room 190, 250 Fifth avenue
St. Louis-601 New Building
Washington-716 Fourteenth St., N. W.

CORRESPONDENCE
Address communications relating to news and editorial matter to Omaha Bee, Editorial Department.

MAY CIRCULATION,
53,345

State of Nebraska, County of Douglas, ss:
Dwight Williams, circulation manager of The Bee Publishing company, being duly sworn, says that the average circulation for the month of May, 1915, was 53,345.

DWIGHT WILLIAMS, Circulation Manager.
Subscribed to by New Bureau of Commerce, June 20, 1915.
ROBERT HUNTER, Notary Public.

Subscribers leaving the city temporarily should have The Bee mailed to them. Address will be changed as often as requested.

June 28
Thought for the Day
Selected by Mrs. Charles Belman

"There is nothing so important as the choice of friendship, for it both reflects character and affects it."

Just closing up the eleventh month of the war. Honestly, did you expect it to last this long?

Our former secretary of state is headed for the west. Here's an invitation to "stop off in Omaha."

The sovereigns of Europe are having even poorer luck than President Wilson in maintaining their cabinets intact.

An Omaha man has made a donation of \$23,000 to the city of Lincoln to help carry out its park plans. Good! But why go away from home?

New York City's 4 1/2 per cent bonds selling readily "on the curb" at a premium carries a message of cheer to our million-dollar school board.

The pinched recruiting agent of the allies on the Pacific coast will discover presently that the soil of this country is not adapted to raising "cannon fodder."

After letting all the saloon licenses be renewed for this year without the semblance of a protest, our anti-saloon reformers would seem to be a trifle late with present complaints.

According to Hudson Maxim, it is more dangerous to ride in an auto than to fight in the trenches. Every man has a right to his opinion, but most of us will still prefer the auto ride.

Colonel Bryan got from "under just in time to avoid receiving the report on his favorite "deserving democrat." Minister Jim Sullivan of San Domingo. Senator Phelan tells the president Minister Jim is "temperamentally unfit" for the job.

Chicago insists it has already nailed down the 1916 republican national convention, and is hot after the 1916 democratic national convention, which it feels confident of landing also. The chances are that the next president will be nominated in Chicago.

The necessity for recruiting workmen to work and speed up in munition factories reflects on the patriotism of British labor. Unless the situation is exaggerated by the extraordinary demands of war, the patriotism of a democracy suffers partial eclipse.

Old Amsterdam sent a new Dutch flag to New York City to commemorate the founding of New Amsterdam 250 years ago. Traces of the original colonists are now indistinct, but their foresight and thrift blazed the way to wealth and liberty for uncounted millions.

The governor of Pennsylvania vetoed three political bills and caused deep indignation among the politicians who pushed them through the legislature by steam roller methods. The incident is welcomed as a sign of competition in political steam rollers, a thing the Keystone state has not enjoyed since Matt Quay was a kid.

Thirty Years Ago
This Day in Omaha

The Elkhorn announces a new train between West Point and Omaha connecting also with Blair, arranged so that visitors can come to Omaha, stay all day and return home in the evening.

Mrs. Howard B. Smith is visiting her sister at Mount Vernon, Ia.

Mrs. A. C. Wyman has joined her husband here and with her children is stopping at the Midland.

Mrs. J. M. Woolworth is in Chicago, where her daughter, Miss Melic, is passing the summer.

The scholastic year of the Sacred Heart school closed with appropriate exercises, among those taking part being Misses Mary Nash, Pauline Love, Clara Craghton, Wilhelmina Lowe, Stella Hamilton.

Mrs. Atwood, next to John Hussie's hardware store, is selling out her entire stock of millinery at and below cost.

Mr. and Mrs. J. W. Ross, 2430 Decatur street, are mourning the loss of their infant son.

H. Jacobson has made arrangements to represent the Farmers and Merchants Insurance company of Lincoln in Omaha, where he will open up an office.

Cabinet Stability.

Has the disruption of the Wilson cabinet only begun, or is it all over? "I do not believe that there will be any further resignations from the cabinet," Mr. Bryan is reported as saying, "and I hope there will be none." The additional expression of "hope" on the part of Mr. Bryan, however, would indicate a fear that his "belief" may not be well founded.

While the change in the state portfolio is not the first in the Wilson administration, it is the first from the inside because the McReynolds promotion from the attorney generalship to the supreme bench was at the president's own instance. Previous experience has shown the instability of a cabinet after it is once broken by internal differences or by successful attack. The retirement of one cabinet member under such circumstances is naturally calculated to stimulate efforts to "get" the next one who seems least strongly entrenched. The same forces that have been belittling Mr. Bryan have been similarly opposing Secretary Daniels, who will doubtless feel an increase of pressure from now on. The next shell-fir would have been directed more at Secretary McAdoo, but for the fact that his newly acquired family relationship has made him the most impregnable of all the occupants of the cabinet trenches.

Mr. Bryan may "believe" there will be no further resignations, and may "hope" there will be none, but it will be surprising if President Wilson finishes his term with as many of his original cabinet around him as he has now.

King Cotton in Good Health.

Much worry was felt in this country last fall over the condition of King Cotton. Some of his friends thought he was going into a very quick decline, and a great deal of solicitude was expressed as to his situation. Various panaceas, such as "buy a bale" and "use cotton instead of silk," were proposed, and some of the subjects of the stricken monarch did a great deal of hysterical agitating in his behalf. Now comes a report from the Department of Commerce, and shows that more bales of cotton were used by the mills of the United States in May, 1915, than for the corresponding month of 1914: more spindles were running during May than last year, and the factories had 400,000 bales more on hand than they had a year ago. Exports of cotton are only 800,000 bales less for the ten months ending with May, 1915, than for the previous year. The loss is due entirely to stoppage of shipments to Germany. Great Britain has taken more by 300,000 bales, Italy by nearly 600,000, and other countries by 1,300,000, so that the falling off in direct shipment to Germany and France has been nearly compensated for. Increased activity in home manufacture and the lessened acreage planted for the year will surely reduce the surplus stock from last year's bumper crop, and old King Cotton may throw away the crutches and stand on his own feet again, along with King Corn and King Wheat.

Measuring the Drift to the Professions.

The drift toward the professions which has long been obvious comes in for exact measurement in the report of the president of the Carnegie Foundation who furnishes a compilation showing population ratio of physicians, clergymen and lawyers in this country by decades, which will probably disturb some preconceived notions. The total number of persons in these professional classes has grown from 214,506 in 1880 to 414,103 in 1910, but still not much faster than the total number of inhabitants. If reduced to a ratio the increase is only from 428 to each one hundred thousand population in 1880 up to 450 to each one hundred thousand population in 1910. For the physicians the proportion has remained virtually uniform for thirty years, and during the last two decades the number of ministers has also exhibited small variation. The number of lawyers, on the other hand, grew more rapidly than the population between 1880 and 1900, yet during the last decade increased only one-third as fast, being 7 per cent increase in the number of lawyers against 21 per cent of the entire population.

But these figures, interesting and suggestive as they are, do not measure the professional drift accurately because we have added many new professions such, for example, as electrical, sanitary and concrete construction engineers, charity workers and survey experts, instructors in new lines of education which must be ranked with the old professions. President Pritchett interprets the greater comparative stability on the parts of physicians and clergymen as compared with lawyers "by the fact that young men rarely enter either of these professions without a strong sense of vocation. Their number is, therefore, less dependent on changes and standards, or upon economic factors, as in the case of lawyers."

What the Carnegie Foundation is trying to do is to raise the general professional standards, and to exact better preparation—a very proper purpose yet liable to be misconstrued as an effort to make it harder to enter professional life in order to limit the competition. Inasmuch as success in the practice of a profession must continue to determine continuance in it, we still get back to the law of supply and demand to regulate distribution of young men into professional channels the same as into other avenues of livelihood.

Illinois and the Marriage Laws.

Governor Dunne has just signed a bill that declares void all marriages not in conformity with the Illinois law, no matter in what state they may be performed. It is extremely probable that by this action the governor and the lawmakers of Illinois have prepared the way for a good deal of trouble and some interesting litigation. Marriage is an institution in which the public is much concerned, for its civil as well as for its religious aspects. It is most important, as affecting the social condition of offspring, the descent of property, and other factors in modern life, and for these reasons the sufficiency of the contract between husband and wife should be definitely determined. The legal requirements of marriage vary in different states, and the right of the Illinois legislature to prescribe what sort of marriage is legal and valid in other states may well be questioned. This is the effect of the new law, though, and in this much it transcends the comity supposed to subsist between the states.

Inventor of Submarine

Burton J. Hendrick in World's Work
ON AUGUST 12, 1914, two weeks after the outbreak of the European war, there died, in Newark, N. J., the man whose life work, probably more than that of any other man in his time, promises to revolutionize naval warfare and to cause a readjustment in the great fighting force and historic influence known as sea power. The newspapers busy recording the invasion of Belgium and the war preparations of England, dismissed his death with a paragraph or two. The dead man was John P. Holland, and he will become immortal as the inventor of the modern submarine.

With the exception of the submarine, Holland had only one abiding enthusiasm. He was an ardent Irish patriot; his one desire was to see Ireland freed from English rule and made an independent republic. His two ambitions supplemented each other. In constructing his first submarine, Holland aimed at one result: the liberation of Ireland from English rule.

Born in County Clare, in 1842, Holland's youth was passed amid scenes of the most stirring in the nineteenth century Irish movement. He passed his early years in a riot of absentee landlordism, evictions, and tenant disturbance; anti-English sentiment, therefore, was his earliest inheritance. A boy of inquiring and industrious mind, with a particular leaning toward mathematics and science, he received an excellent rudimentary education—enough to qualify as a lay teacher in a Christian Brothers' school. It was while teaching in such a school that his mind first turned toward submarines. In 1872 when Holland was 30 years old, the Monitor fought the Merrimack. Echoes of the famous engagement reached the quiet North Monastery at Cork where Holland was teaching. The circumstance discouraged him, since it seemed to indicate a continuance of British naval power. The event signified, as the youthfully impatient Holland felt, that the ironclad was the warship of the future. England, equipped with a fleet of such vessels, would absolutely fasten its naval power upon the world. That meant the postponement of the cause nearest Holland's heart—that of Irish freedom. Was there any way to destroy such a fleet? Holland had read Jules Verne; he also had heard of several attempts, notably those of the Americans, David Bushnell and Robert Fulton, to build a submarine boat. It was only such a boat, he believed, that could successfully challenge England's naval power. In his solitary room in this Irish monastery Holland worked over plans; he actually believed, greatly to the amusement of his clerical associates, that he had solved the problem of under-water warfare. Holland tried, even then, to get backing, but no one listened to the crazy boy.

In 1873 he came to Paterson, N. J., as a teacher in St. John's Parochial school. Again submarines occupied his mind more completely than the educational needs of his charges. And now the opportunity seemed fairly to have arrived. The Fenian excitement had reached its height. The Fenian Brotherhood was set on organization of the most militant Irish nationalists. Had it not been for the American civil war, indeed, the Fenian movement would probably have gained little headway.

Irish patriots in America, mostly poor workingmen and servant girls, had contributed their pennies and dimes to a collection known as the Skirmishing Fund—money intended to be used for military operations against England. Holland now laid his submarine plans before the trustees, who had about \$800 in the treasury. They appointed a special committee of three—John J. Breslin, who rescued James Stephens, the Fenian leader, from Richmond prison in 1865, Thomas F. Burke, who had once been sentenced to be hanged for high treason, and John Devoy, who had served five years in prison for his patriotic activities—and who is now the editor of the Gaelic American in New York, a paper which still preaches rabid antagonism to England and violently advocates the German cause in the present war.

This committee of three decided to use the Skirmishing fund to finance Holland's submarine. Holland had to build two boats, however, before he got one that fairly embodied his ideas. The first failed because of faulty construction; the machinery was placed so awkwardly that the trustees, who had about \$800 in the treasury, were forced to abandon the project. The second vessel, however, demonstrated the correctness of the principles at stake, precisely as had the unsuccessful boat of a few years before. It sank and rose easily, stayed under the water at the position desired, the operator had no difficulty in breathing, and the compressed air chambers worked exactly as the inventor had foreseen. The practice fishermen were encouraged to build the boat, to build a new boat which would correct all the faults of the old one. This second vessel was a complete success. All submarines up to that time had sunk on an even keel, an amazing process that took ten or fifteen minutes—time enough for an enemy's shot to send it to the bottom. But Holland's boat really dove head first—taking only a few seconds in the process.

And now for several months Holland kept the people on the waters around New York entertained with his experiments. The inventor had no difficulty in operating in all the waters about New York; his boat handled easily, deftly, and safely, the only trouble being, as always, with the engine. The newspapers, which devoted columns to his under-water voyages, dubbed the vessel the Fenian Ram, a name more picturesque than descriptive, as it was not a ram at all, but a torpedo boat.

Though Holland continued experimenting, the world heard little more of his submarine until 1898. Meanwhile mechanics in all countries, especially the United States and France, had been working on the problem and produced many boats, most of them unsatisfactory. In 1895, the United States advertised for bids for a submarine to be built at the government's expense. Many plans were submitted; when the best was selected it was discovered that the inventor was Holland, or the almost forgotten old Fenian Ram. Holland obtained the contract; and the Plunger, now tied to a dock at New Suffolk, L. I., was the result. And now began Holland's protracted struggle with government officials and other professional people who insisted on "improving" his specifications.

Holland, disgusted with the interference of outsiders, made one request to his new company; that he be permitted to construct one boat exclusively on his own plans and under his own personal supervision. He was willing to let the question of success or failure be decided by this one test. The company consented and the Holland, representing his ideas, was constructed at the Crescent shipyards at Elizabeth, N. J., in 1898. This vessel is probably the most important warship ever constructed since the beginning of time. When it was completed, the submarine question, which had agitated naval experts for a hundred years, was settled. The submarine was no longer a fad, a toy, a crazy idea of amateurish inventors; it became a model, one of the most terrible engines of practical warfare ever devised.

The boat was only fifty feet long; it carried only one torpedo tube; and it amazed everybody with the deftness with which it sailed. In mobility it seemed almost a thing alive; in diving skill, Holland himself said, he had taken the porpoise as his model. This rapidity of submersion, as already noted, was the quality which Holland regarded as important above all others: speed and cruising radius were desirable, but the ability to come to the surface quickly, take observations, and drop below the waves before the enemy could train a gun was the prime essential to success. And this the Holland had in amazing degree. It could rise to the surface and disappear again in five seconds. Its navigator had absolute control over the boat. So successful did the trials prove that the United States government viewed the submarine with some apprehension. Holland offered to take it into Santiago harbor and blow up the Spanish fleet—something he probably could have done. Had the war lasted very long, Holland's boat would probably have played an important role.

Life in a Large City

So closely are the wheels of active life dovetailed that the mischievous of a single coin often halts progress. A flea gripped a puppy perched on the seat of a New York taxi. The pupp, alarmed, madame ditto, the taxi stopped and blocked traffic on the street until the dog finished his scratch.



Nature's Inspiration.

OMAHA, June 27.—To the Editor of The Bee: The cultivated penny, fragrant and beautiful, may be the flower of Greater Omaha, but when a man takes a walk along the highways of Nebraska, his esthetic eyes are continually greeted by the presence of the wild rose. Where the road runs parallel with the railroad track, the philosopher wanders to borrow a term from Oliver Goldsmith—notice how profusely this lovely flower grows, being a sort of feminine companion for the hard steel rails.

It is a great treat, at this time of the year, to go out into the country. He is a rich man, who can go to his favorite place in the woods and there be greeted with the fragrance of mint.

Nature is the ally of every man who chafes the moral code. As the shade trees along the country road are the places where the traveler stops to rest and gain fresh courage to reach his destination, so the lessons learned from the lives of the prophets and philosophers are man's stepping stones to wisdom and immortality.

Here is what the writer saw at the Derby hotel in David City: In both the office and dining room is a copy of the same picture—President McKinley—placed between his mother and wife. In all history there is no nobler example of the constancy, courtesy and chivalry with which every man should treat women than in the life of William McKinley. After this ideal home man had reached the pinnacle of governmental offices in our great republic, his mother used to write daily to "William at Washington" while the last words of his widowed wife, before her passing on, were: "I am going to meet my precious."

The daily living of such beautiful sentiments in the highest relationships of life should teach the youth of America a timely lesson. William McKinley possessed such an exalted character that to ask his admirers for their opinion of him is like asking a man what he thinks of his betrothed.

He is a mystic who becomes unraptured through the contemplation of moral beauty. Blessed is the man in whom the awe of youth has developed into the reverence of maturity. Or, as Emerson puts it: "Fear God, and when men meet you they shall think that they dwell in hallowed cathedrals."

SIMON BEARDSLEY.

Knowing Too Little.

MCOOK, Neb., June 26.—To the Editor of The Bee: In my daily perusal of The Bee I have lately been giving a glance to the correspondence column and have come to expect something worth reading there from time to time. In the interests of good work, I want to pay my respects to a communication dated June 20, entitled, "Knowing Too Much." The author, by signing his article, "Nameless," stayed in the dark along with everything he said. His hazy views on "business" ethics, or indeed, any ethics, need clarifying in the interests of the real article and of his own equilibrium. He says he knew where his prospective customers could get the desired work done for nothing. He therefore felt bound either to do the work for nothing or to tell where it could be so had. He did the latter, received thanks and remained in a dazed condition as to whether he should kick himself or plume himself. As nearly as I can tell he has been doing both.

Let us reason for the brother. You will notice that he didn't choose to do the work for nothing, instinctively he shrank from that thing, condemned by nature and by man—the violation of the law of compensation, of balance, of reciprocity. He could not suppose his customer needed charity—he expected to pay for the work. Yet, he insulted him by suggesting that he would probably prefer to accept free service. That mean suggestion from such a respectable source looked good to the customer and he "went to it." "Nameless" then complained that he "got it in the neck," for obeying what he calls higher ethics, and "business ethics." "It is to laugh." Like all mere tasters and surface thinkers he walks around the perfectly obvious thing and loses himself in a maze of confusion. His line of thought and action as he encountered the occurrences related by him should have been as follows:—When he learned that his competitor was offering to give services for nothing to all comers he should have seen that it was not in nature's order, viz: first, do good to yourself in compliance with the first law of being. Second, do good to those of your household. Third, do good to the neighbor. Fourth, to all mankind. Do only good. The ethics of business differ only in one point, viz: That reciprocity (compensation) is secured by specific agreement, while in personal and general intercourse, good is done to evident need and brings its own recompense of joy.

It is more blessed to give than to receive. Let "Nameless" get some ideals that he understands and then, as he says, stick to them.

G. E. THOMPSON.

Tips On Home Topics

Philadelphia Ledger: Much to the regret of some fanatics, the newspapers have refused to muzzle Bryan. They are playing out the rope of publicity and he's doing the rest.

Boston Transcript: We fear that Mr. Wilson's silver compositors will not remove the sting from the reflection that the Bowling Green wedding might have been celebrated in the East room.

Pittsburgh Dispatch: No matter how strenuous the fighting in Europe, the foreign ambassadors in Washington find altogether irresistible the peaceful joys of Long Branch, Newport and Bar Harbor.

SMILING LINES.

"Did you see where France is going to make all its fat men do military duty?" "That confirms the claim that they are going to continue a stout fight."

"What a lovely ring! Is it silver?" "No, platinum."

"You don't tell me! I thought it was real. What good imitations they do make nowadays!"—Harvard Lampoon.

KABIBBLE KABARET
CONDUCTOR IS THE MANAGER
BECAUSE HE HANDLES THE MONEY
THE MOTORMAN HANDLES THE HANDLE
WHEN CUSTOMERS TRY TO GET FUNNIES!
—Freshfield

"I see that Blankiewicz, the novelist, says that America will become the conscience of the world."
"He means that as a compliment, of course, but I don't know that we want to become the conscience of the world."
"And why not?"
"You know the conscience plays a mighty small part in the general run of things."—Louisville Courier-Journal.

"An Indian very seldom laughs," said the western man.
"Well, I'm not sure he isn't right," replied the busy citizen. "When an

Indian is in a hurry, everybody knows there is absolutely no use in stopping him to tell a funny story."—Washington Star.

"William, why don't you come forward and give your uncle a pledge of your affection?"
"My uncle's got all the pledges now I could get hold of."—Baltimore American.

Talker—Why do you say that Smith is such a patriotic man?
Walker—Because he won't even express an opinion any more. Instead on sending it parcel post—Hillside Star.

COMING BACK.

Henry Van Dyke.
Across a thousand miles of sea, a hundred leagues of land.
Along a path I had not traced and could I traveled fast for this—to take thee by the hand.
A pilgrim knowing not the shrine where he would bend his knee.
A mariner without a dream of what his port will be.
So faced I went seeking heart until I came to thee.
O cooler than a grove of palm, in some heat-weary place.
O calmer than an isle of calm after the wild sea race.
The quiet room adorned with flowers where first I saw thy face.
Then furl the sail, let the oar forget the path of foam!
The fate that made me wander far at last has brought me home.
To thee, dear haven of my heart, and I no more will roam.

EDUCATIONAL

ST. JOHN'S MILITARY SCHOOL, Episcopal Salina, Kansas
Development of character and individuality comprise the serious work of this school. Thorough preparation for college or business, accredited by State University. Every boy receives careful and individual attention. Special instruction in Athletics. Modern buildings, extensive campus, complete equipment. Lower school for younger boys with very careful supervision. Catalog on request.
MAJOR W. L. GANVILLE, Commandant.

16 BUILDINGS—200 ACRES
1,000 Ft. Above Sea Level.
20 miles from St. Paul.
Forty-ninth year. Founded and conducted on the same broad lines as the famous English Schools of Winchester and Eton.
Equally efficient in training for College, Business and Technical Fields.
Noted for clean athletics.
Designed by architect J. S. Ward, Department as an "Honor School."
SIX WEEKS SUMMER SCHOOL
For catalogue and particulars, address:
COL. VASA E. STOLBERG,
C. E. Beaman,
Drawer T, Fairbault, Minn.

Shattuck
Noted for its College Entrances, including Yale, Harvard, Princeton, Columbia, Johns Hopkins, etc.

1873 DOANE COLLEGE 1915
Crete, Neb.
Oldest, best equipped, best endowed Christian college in Nebraska. Four College Courses, Pre-Engineering, Pre-Medical and Teachers' Courses. A School of Music College opens Sept. 14, 1915. For information, address W. O. ALLEN, President.

NEBRASKA'S MOST SUCCESSFUL
COMMERCIAL COLLEGE
Established 1896.

The Hastings Business College is known as the "People's School" because it takes young people from every rank and file in life, and trains them for high skilled positions as expert stenographers, bookkeepers, secretaries, commercial teachers, civil service employees, etc.
Attend a school with a record for getting maximum results in a minimum of time and at a low cost. Courses offered in shorthand, bookkeeping, civil service, typewriting, penmanship, and the kindred subjects.
One of the youngest stenographers in the Government employed in Washington is from this school. Positions secured. Write today for our catalog. Address (NO SOLICITORS)

Hastings Business College
The Mid-West School, Dept. A.
Hastings, Nebraska.

WHITTON-CARLISLE
SCHOOL FOR GIRLS
Primary—Intermediate—High School
Boarding department limited. Special department for girls from 6 to 12. Small enough to be a "Real Home" and large enough to be a "Real School".
For catalogue, address
WHITTON-CARLISLE SCHOOL, Lincoln, Neb.

CENTRAL
COLLEGE OF OSTEOPATHY
KANSAS CITY, MO.
Write for cat. "or" and Special Terms

GEORGE SCHOOL. Founded in 1850. A country school for young ladies. Near Philadelphia, Pa. New York. Jay Cooke estate, 61 acres.
Miss Abby A. Sutherland, Principal. Montgomery Co., Penna.

KIRKPATRICK ACADEMY.
Midwinter home, St. Augustine, Florida. An outdoor, tutorial school for boys. Every boy on a team. Address, Chas. Carey, Registrar, Prairie du Chien, Wis.

ST. ANGELA'S ACADEMY, Morris, Ill.
High-grade boarding school for girls. Directed by sisters of the Holy Cross. Terms \$180 per year. Write for catalog.

College of Saint Thomas
SAINT PAUL, MINNESOTA
Under the Control and Direction of Archbishop Ireland
A CATHOLIC MILITARY COLLEGE
College Commercial Academic Preparatory
Careful Mental, Moral and Religious Training
Seven Hundred and Forty Students from Twenty-four States Last Year
For illustrated catalogue address
Very Res. H. MOYNIHAN, D. D., President

EXCURSION FARES EAST

Via
Illinois Central R. R.

To All Principal Points, Via Direct Routes:

Atlantic City, N. J.	\$51.35
New York	\$48.85
Boston, Mass.	\$47.85
Portland, Me.	\$49.00
Bangor, Me.	\$52.55
Lake George, N. Y.	\$45.30
Saratoga Springs, N. Y.	\$44.05
Alexandria Bay, N. Y.	\$40.30
Buffalo, N. Y.	\$38.55
Montreal, Que.	\$41.30
Quebec, P. Q.	\$46.20
Toronto, Ont.	\$36.20
Kingston, Ont.	\$40.00

Choice of Circuitous Routes to New York and Boston at Slightly Higher Rates, Optional Ocean, Lake and River Trips.
Tickets on Sale Daily.

Information and Attractive Literature Freely Furnished.
S. NORTH,
District Passenger Agent.

407 So. 16th St., Omaha, Neb. Phone Douglas 264.